

**Amendments to the Specification:**

Please replace paragraph [0017] with the following amended paragraph:

[0017] Figure 2 illustrates a circuit diagram for carrying out the present invention. Suspension cylinders 24 and accumulators 20 and 21 are linked in a generally known way via supply lines Z and R. In this context, supply line Z is connected to cylinder chambers 22 and supply line R to annular spaces 23 of suspension cylinders 24. Terminal connection P is linked to a load-sensing pump, while terminal connection T leads to a reservoir. The pump is permanently connected via supply line 1 to proportionally working pressure-regulating valve 2. Pressure-regulating valve 2 is a proportional 3/2 directional control valve, which increases and lowers, respectively, the pressure prevailing in annular spaces 23 as a function of the control current. Shuttle valve 3 is linked via control lines 4 and 5, by way of supply lines 6 and 7, to annular spaces 23 and cylinder chambers 22, respectively, of suspension cylinders 24. The higher pressure prevailing as the case may be in one of lines 6 or 7 is applied to control line 8 leading to the load-sensing pump, and the load-sensing pump is controlled accordingly. If the level position of the vehicle is too low, 3/2 directional control valve 9 is actuated by a level-control system 14, proportional pressure-regulating valve 2 is energized by control current, which is derived as a processed control current from the dependency on the electric pressure signal from pressure sensor 10 in an electrical control unit 12 (~~not shown~~), and 2/2 directional control valve 60 is actuated. As soon as the pressure prevailing in supply line 7 downstream from orifice valve 14 reaches the pressure level of suspension circuit Z, pressurized oil flows through the non-return valve from 2/2 directional control valve 70 into cylinder chambers 22. At the same time, annular spaces 23 are directly linked via actuated 2/2 directional control valve 60 to supply line 6, so that the pressure prevailing in the annular space may be adapted to the pressure level adjusted by pressure-regulating valve 2 via orifice valve 13. Shuttle valve 3, via which control lines 5 and 4 are connected to the two pressure levels of suspension circuits Z and R, applies the highest pressure value to LS control line 8. As soon as the level position is reached, the control action ends, and the level-control system switches all valves to the neutral, off-circuit position. Suspension circuits Z and R are hydraulically blocked by the currentless 2/2 directional control valves, and the control pressure prevailing in LS control line 8 is able to be relieved by way of supply lines 6 and 7 switched to the unpressurized condition. If the level position is too high, then the function

whereby the pressure level is regulated down, is actuated via the level-control system, in that both 2/2 directional control valves 70 and 60 are energized, and control current is supplied to proportional pressure-regulating valve 2, allowing pressurized oil to flow off from cylinder chambers 22 via orifice valve 14. The annular-space pressure adapts itself, as previously described in the context of regulating the pressure level up, until the level position is reached, and the status is then switched to neutral. In the context of the regulating functions, orifice valves 14 and 13 are synchronized in such a way that, when the level position is reached, the pressure prevailing in the suspension circuit of cylinder annular spaces 23 also adapts itself to the pressure level to be adjusted. Through orifice valve 30 in LS line 8, one is able to build up the control pressure of external functional elements.

Please replace paragraph [0018] with the following amended paragraph:

[0018] If, deviating from the control mode, a harder spring rate is required, then an external switch point signal is transmitted to the electrical control unit 12 (~~not shown~~), which adapts and sets the appropriate control current and switches on proportional pressure-regulating valve 2. Proportional pressure-regulating valve 2 applies the given pump pressure to supply line 6. The pump pressure is then further directed via control line 4 and shuttle valve 3 to LS control line 8, so that the control pump builds up pressure to the control pressure value. As soon as the pressure prevailing in delivery line 6 slightly exceeds the pressure level in annular spaces 23, pressurized oil begins to flow into cylinder annular spaces 23, resulting in a reduction of the vehicle-body ride height. The level-control system thereby switches to the function whereby the pressure level is regulated up, until the level position is reached. All of the regulating functions that follow at this point proceed automatically in the manner just described, but with the difference that proportional pressure-regulating valve 2 is always energized by the same, initially set control current, so that when the switch is made to the neutral position, the suspension is always set with the desired spring rate for the particular application. To be able to switch the hydropneumatic suspension back again to the automatic control mode of road travel, the introduced external switch point signals must first be cleared, and pressure-regulating valve 2 must be activated by the control current that is influenced only by the pressure signal from pressure sensor 10. At the same time, 2/2 directional control valve 60 must be actuated to enable the pressure level in

annular spaces 23 to be adapted to the pressure in supply line 6 that has been regulated to a lower level. As soon as the pressure level of annular spaces 23 falls, suspension cylinders 24 are extended out, and the axle is subsequently adjusted to the level position. All further control actions are then carried out in accordance with the preset, automatic control mode.